Maharashtra in its efforts to upgrade transport infrastructure in the city of Mumbai. The details of Mumbai Urban Transport poject are as under.

Name of the Project	Donor	Objective	Date of Aggreement/ Closing	Loan amount (in US $ million)	Disburse-ment upto 30.6.2007 (in US $ million)
Mumbai Urban Transport Project	World Bank/ IDA	To facilitate urban economic growth and improve quality of life by fostering the development of an efficient and sustainable urban transport system (UTS) including effective institutions 1.0 meet the needs of UTS the Mumbai Metropolitan Region (MMR)	5.8.2002/ 30.6.2008	542 (IBRD $ 463 and IDA $ 79)	197.515

Mass Rapid Transit System

1962. SHRIMATI SUPRIYA SULE: Will the MINISTER OF URBAN DEVELOPMENT be pleased to state:

(a) whether Mass Rapid Transit System in the country is going to witness a major transformation, with Melro being dubbed to share a major load of public transport system in the country;

(b) if so, whether his Ministry has received proposals for setting up metro rail system in various States;

(c) whether his Ministry has also considered the proposals for setting up metro rail system in Andhra Pradesh, Maharashtra, Gujarat and Kerala;

(d) if so, the position of other States; and

(e) whether his Ministry is considering to introduce Metro rail in big cities in the country?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) No Sir. Despite metro rail, major transport will still be carried by buses.

(b) Yes Sir.

(c) and (d) Yes Sir. A Statement is enclosed. (*See* below).

(e) Urban Transport is a State subject and National Urban Transport Policy (NUTP) does not promote any specific technology for the Mass "Rapid Transit

system in any given city. The State Governments are supposed to choose the appropriate technology for Mass Rapid Transit system as per their need assessment based on cost benefit analysis and overall sustainability.

Statement

Status of Metro Rail System in States

State	Details	Present status
1 Pradesh	Hyderabad Metro Rail Project: Government of Andhra Pradesh (GOAP) has proposed to implement metro rail project on Build Operate and Transfer (BOT) basis in the Public Private Partnership (PPP) mode in the following 3 corridor:- Miyapur-LB Nagar- 29.87 km. Secunderabad-Falaknuma- 14.78 km. Habsiguda-Shilparaman- 21.74 km. Total length- 66.39 kms. Estimated construction cost- Rs.8760cr. (Excluding the land cost) Expected duration of construction- 4years	The Empowered Institution of Minister of Finance which is administering the scheme of financial support to infrastructural projects taken up on the PPP route has considered the project on 1.5.2007 and has permitted GOAP to shortlist the technical bidders
Maharashtra	Mumbai Metro Rail Project-Phase-I First corridor Versova-Andheri-Ghatkopar: Government of Maharashtra decided to implement this corridor on Build, Own, Operate and Transfer (BOOT) basis in the Public Private Partnership (PPP) mode. And selected Mumbai Metro Consortium-I led by Reliance Group as the private partner. Expected duration of cosntruction- 4 years Total length-11.07 kms. (all elevated) Completion cost projected -Rs. 2,356 cr. (Viability Gap demanded is Rs. 650 crs.)	The note for Expenditure Finance Committee (EFC memo) has been circulated for consideration of sanction of admissible Viability Gap in the form of Central financial assistance under Jawaharlal Nehru National Urban Mission (JNNURM) to the project (Viability Gap demanded is Rs. 650 crore).

1	2	3
	The Second corridor Charkop-Bandrn-Mankhurd Total length - 31.87 km. (all elevated) Estimated complstion Cost-Rs.5527 cr. (excluding land cost)	Second corridor The Empowered Institution of Ministry of Finance has accorded 'in-principle' approval for the project on 22.1.2007. The Government of Maharashtra has to select partner.
	Third Corridor Colaba-Mahim-Bandra corridor Total-length - 15.95 kms. (including 17.73 kms. underground) Estimated cost Ks. 10,751 crs.)	Third Corridor The Government of Maharashtra proposed inclusion of this project in the Rolling plan for Japanese Bank for International Cooperation loan. They have been asked to make a presentation alongwith Detailed Project Report.
Gujarat	Ahmedabad: Total length (all elevated) of 43.55 Kms. in two corridors (a) North-South (Aksharadham - APMC Vasana via Motera, Ashram Road)- 32.65 km. (b) East-West Corridor Ahmedabad-Thaltej via Delhi Darvaza)- 10.9 Km. Estimated cost - Rs.4305 cr.	The Government of Gujarat sought Central Assistance in the form of Viability Gap Fund (VGF). They were asked to identify the private partner and also to draft the . Concession Agreement. But, the State Government has informed that they presently will implement Bus Rapid Transit (BRT) System.
Kerala	Kochi Metro: Total Length - 25.3 kms. (all elevated) from Alwaye to Petta (Tripunithura) Estimated cost as DPR - Rs. 1966 crs. Updated cost (upto July 2007) to Rs. 3008 cr.	The Government of Kerala has been requested to invite technology neutral bids on Public Private Partnership route.
Delhi	Delhi Metro Metro Link from Dwarka Sector-21 to IGI Airport Total length - 3.5 km. Estimated completion cost Rs. 793cr.	Detailed project report (DPR) submitted by DMRC on 30.7.2007 has been appraised. Government of National Capital Territory of Delhi (GNCTD) has not approved the project so far.

1	2	3
Haryana	Extension of Delhi Metro to Faridabad Total length - 13.875 km. Estimated completion cost - Rs.2028crs.	Comments on DPR sent to Government of Haryana and Delhi Metro Rail Corporation (DMRC) for compliance. The proposal is yet to be recommended by GNCTD.
Uttar Pradesh	Extension of Delhi Metro to Noida Total length - 7 kms. Estimated completion cost Rs.840.56crs.	Approved 'in principle" by Union Government on subject to clearance by GNCTD and other conditions by Government of Uttar Pradesh.
Tamil Nadu	Chennai Metro: Total length of 50 kms. in the following two corridors :- (i) Tollgate to Chennai Airport-27.5 km. (ii) Chennai Fort to Guindy - 22.5 km. Estimated completion cost-Rs.9347 cr.	The proposal of Tamil Nadu Government has been recommended for inclusion in the Rolling Plan for Japanese Bank for International Cooperation.
West Bengal	Kolkatta Metro: East-West Metro Corridor Howrah Station-to Salt Lake Sector V. Total Length - 13.77 kms. (8 km. underground and 5.7 km elevated). Estimated completion cost Rs. 5068 cr.	The proposal of Government of West Bengal has been examined and same has been forwarded to the Planning Commission for 'in-principle' approval.

Regularisation of unauthorised constructions

1963. SHRI BASHISTHA NARAIN SINGH: Will the MINISTER OF URBAN DEVELOPMENT be pleased to state:

(a) whether Government through a Public Notice dated 12th August, 2007 have allowed regularization of unauthorized construction under the Master Plan 2021 upto the second floor for constructions in Delhi;

(b) if so, the details thereof;

(c) whether the Master Plan 2021, allows regularisation of the thirdfloor also;

(d) if so, the provisions in the Master Plan in this regard;

(e) the reasons for the third floor not being regularised; and

(f) the steps Government propose to take to rectify this anomaly at the earliest and bring relief of lakhs of third floor owners allover Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) The Municipal Corporation of Delhi (MCD), through a public notice dated 12th August, 2007 has allowed regularisation of